Site Visit Summary
Tuntutuliak
October 27, 2009

Participants
George Kalli – EN-CW-PF
Greg Carpenter – EN-ES-SG

George and Greg traveled to Tuntutuliak to get feedback from community and tribal members regarding the potential installation of barge mooring points there. After arriving in the community at 1100 they visited the potential installation sites and conducted a community meeting before traveling to Bethel to spend the night. Following is a summary of this site visit. A summary of the community meeting follows. Photos from this site visit may be found at O:\EN\Public\CW\0 CW Projects\Denali Statewide Barge Assessment\Community Specific Files\Tuntutuliak\Photos

1130
George and Greg walked to the area of the school. There is a single fuel header located in front of the school approximately 500 feet from the river. This area consists of a small clearing along the river with a boardwalk leading from the school to the river bank. This area is used extensively by the community to haul out their skiffs. It appeared that two mooring points, one on each side of the boardwalk, back near the brush line would work at this location. This bank is predicted to erode so the mooring points should be set back from the bank an appropriate distance. It is recommended that one mooring point be placed about 25 feet upstream from the boardwalk and about 50-60 feet from the edge of the river and the other mooring point should be placed about 125 feet downstream of the boardwalk and 50-60 feet from the edge of the river. Mooring points installed with the top of the pile below grade and a chain on the surface would be appropriate due to the high use of the area by skiffs.


Looking upstream


Looking downstream

1150
Next we walked to the consolidated tank farm site. There was much equipment including large propane tanks, other storage tanks, and shipping flat metal deck scattered about this

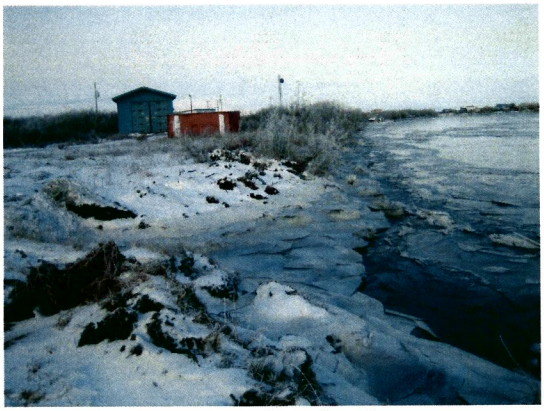
area. This is also an area of active erosion. We were told that the bank erodes every spring. We observed the shipping flat metal deck sticking out from the bank over the river. We were told that this metal deck was previously ten feet from the bank. Much of this equipment may need to be moved/removed to install and effectively utilize the mooring points. There are overhead power lines in the area that will also restrict the pile installation. There is a native allotment that is adjacent to this site and just upstream. We were told that the barge comes in perpendicular at this site. Two mooring points seem sufficient at this site. We would recommend that one mooring point be install at the upstream end of the site as near the native allotment as practical (a survey will be required) and about 50 feet back from the river. The other mooring point should be installed downstream of the site about 150 feet from the other mooring point and about 50 feet from the river. If these points are "behind" the boardwalk the community does not object because the boardwalk is closed when fuel is being delivered. It would be prudent to install above grade points in this area to help avoid damage to the boardwalk when the barge is tied-off.

Consolidated fuel offloading site mooring point locations

1200

We walked to the cargo offloading site just south (upstream) of the consolidated tank farm area adjacent to the west end of the old runway. The old runway potentially could serve as a storage/staging area. It consisted of a wide open bank with conexes scattered about. There was evidence of a ramp being cut into the bank to facilitate offloading. We noted approximately 12 piles being stored nearby. Some of these piles are for use on the current wind project. It appeared that 3 mooring points located 50 feet inland would be appropriate at this site. These piles should be located about 125-150 feet apart and below grade piles with a chain are appropriate for this site. The gravel that was used for the airport does not extend all the way to the river. A future project that would upgrade this landing site would be to remove gravel from the old landing strip and create a gravel pad at the landing site. The ownership of the old landing strip would have to be investigated and coordinated with the Village.

Cargo offload site



Ramp cut into bank

1210

We walked to the far end of the old runway where we observed some equipment that the contractor (STG) has stored there including a tracked crane, piles, and a Delmag D19-32 pile driver. There appeared to be 5 60 foot long 12" piles. There were also larger diameter piles (16-inch) stored there. It was unclear which piles were intended for wind turbines and which for the mooring points. There were also H piles that could be used as mooring points but they may be for the wind project. We may need to follow up with STG to see if they have enough pile on site for seven 30-foot piles.

1515

After conducting a community meeting we returned to the consolidated tank farm location. We decided that the mooring points would be best on the opposite side of the boardwalk paralleling the river-one just past the chain link enclosure and another adjacent to the "slow down" sign. These mooring points would be approximately 150 feet apart. Again, this is contingent on land ownership and staying off the native allotment.

Community Meeting
Tuntutuliak Mooring Points
October 27, 2009 13:35
Tuntutuliak Community Hall

The purpose of this meeting was to get feedback from community and tribal members regarding the potential installation of barge mooring points in Tuntutuliak.

Background
To begin the meeting, the Corps shared the following information with the attendees.

Previously, a state wide survey of community barge infrastructure needs was completed. This needs assessment was based solely upon barge company interviews and analysis of photos. The purpose of this site visit and community meeting was to ground truth the information in that report based upon site inspections and community feedback. This current effort is only to address mooring point needs identified. This is a joint effort between the Corps of Engineers and the Denali Commission. The Denali Commission is the funding agency and ultimately makes the final decisions regarding construction of recommended projects. To ensure that the community fully supports the installation of mooring points, the Denali Commission requests that a resolution stating their support be passed by the council.

Participants
Sign in sheet follows

Topics Discussed

- Attendees were shown the proposed locations of the mooring points on a map taped to a wall in the meeting space. Photos were also passed around showing the mooring points installed in Chevak.

- A discussion regarding whether the north or south end of the old runway was best for offloading of cargo ensued. Since erosion is more severe at the south end of the runway, it was agreed that the north end was more appropriate.

- Erosion was expressed as a concern at all three sites. Community members felt that the mooring points could be eroded within 10 years if erosion protection is not provided.

- We responded that we were aware of the erosion issues in town. We explained how the mooring points would help reduce erosion but did not suggest that it was a solution or adequate response to the erosion concerns.

- We were told that all proposed sites are local corporation owned land except one parcel near the consolidated tank farm. We will need to avoid any barge tie off cables crossing this property.

- Robert Enoch said that he had access to a real estate ownership map for the areas discussed. George agreed to provide him with a .pdf file illustrating our proposed mooring point locations.

- One person expressed a concern that the barge anchor cables could block the boardwalk near the consolidated tank farm. The tank farm manager, however, stated that blocking the boardwalk could be desirable from a safety aspect. It takes approximately 24 hours to fill the tanks and there are on average only two deliveries per year. The only building access to be impacted during these times is the fisheries support center. Access to this building could be easily detoured however. Based upon this discussion it was deemed acceptable to place mooring points on the opposite side of the boardwalk (from the river) at this location if needed. Greg and George planned to revisit this site to consider which side of the boardwalk the mooring points would best situated at.

- At the cargo offloading point soft ground and floods are difficulties. STG equipment had to be offloaded at the south end of the runway due to the soft ground at the other end. Apparently a forklift sank at the north end. Some barges bring their own portable landing pads some of which are still at the offloading site. An improved staging area would be beneficial here. We reiterated that current funding only supported the installation of mooring points. Greg suggested that they may consider using material form the old airstrip to improve conditions. The community could also express concern for an improved staging area in the resolution that they pass.

- The first proposed location for wind turbines in the community was along the same bank containing the consolidated tank farm and cargo offloading site. The final location has not been determined yet. Construction is anticipated in March 2010. Intelligent Energy Systems is the company designing the turbines.

- Tuntutuliak is subjected to tidal fluctuations.

- We discussed the current difficulties the Corps has in addressing erosion.

- We were informed that Kongiginak is receiving some sort of erosion protection project. We were not familiar with this project and thought it could be an NRCS EWP project.

- Robert Enoch did not have a copy of the Alaska Baseline Erosion study detailed erosion assessment for Tuntutuliak. George gave him a copy following the meeting.

- At 14:50 the community members in attendance confirmed that they were in support of the proposal presented to them.

SIGN-IN SHEET

TUNTUTULIAK OCT. 27, 2009 13:00

GEORGE KALLI	ARMY CORPS OF ENGS.
GREG CARPENTER	ARMY CORPS OF ENGS.
Archie Andrew	QINARMIUT CORP, TUNTUTULIAK
James Charles	Contractor Airport maint.
Carl J. Andrew	TCSA Electrical Services
Robert Enoch	Tunt. Trad. Counc.
Elena Bunyan	Tunt " "
David Jimmie	Tunt " "
Lincoln Enoch	Tunt Resident
Nick David	CVRF LIASON
Marcella Jimmie	Tunt. Trad. Council
Henry Speir	TT "